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Aloha,

I would really like to know WHO at FTA is in charge of this Honolulu Rail Project. The public has no idea who this FTA Wizard of Oz is except through second and third hand reports.

It would be very helpful to have a FTA person of authority to come visit City Hall and allow the public to hear directly from the horse's mouth. There are too many unanswered questions.

It's our understanding that HART has not approved the Recovery Plan to the FTA. A vote on this Resolution today would be premature.

From the outside looking into Honolulu Hale, it appears that the city council is "speeding" too fast through this process without a good grasp of all the accounting and costs projections.

We also want to express severe concerns regarding this related issue. See reference below. I'm sure you realize that however and whenever the feathers are plucked, it comes from the same chicken. Whether it's the state bailout or bonds or property taxes, we're talking about the same taxpayers.

Is there a reason why HART cannot implement a 20% cut in its operations?

Mahalo,

Choon James

Reference:

<http://www.civilbeat.org/2017/10/city-must-find-160-million-to-pay-for-rail-agencys-employees/>

Six of Honolulu's nine City Council members met Tuesday to discuss HART's plan for building the 20-mile rail line from Kapolei to Ala Moana, but the city's new \$160 million expense dominated the conversation.

"We have a lot of work still cut out for us," said Councilman Joey Manahan.

Revenue from Oahu's 0.5 percent general excise tax surcharge, which the Legislature recently extended from 2027 to 2030 in the bailout bill, previously paid for administrative costs.

Councilwoman Kymberly Pine said now the money would likely have to come from property taxes, the city's largest source of revenue.

"It's very disappointing because the taxpayers said they did not want property taxes to be used for any part of the construction process for rail," she said. "The state Legislature is basically forcing us to."

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COUNCIL

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